

Intimations.

NOTICE.

HERBERT informs Buyers of PRESERVES, SOY, &c., that of late several fraudulent imitations of his Brand CHY-LOONG have been offered for Sale and that no Goods will be genuine CHY-LOONG, PRESERVES, unless the following Label is found in the boxes:—

CHY-LOONG,
DEALER IN SWEETMEATS;
SOY AND ALL KINDS OF CANTON PRESERVES.

No. 34, Old China Street.

An attempt has been made by a person in Hongkong to palm off upon persons purchasing sweetmeats for Export an inferior article upon which he places my name in order to deceive those who may purchase; thereby injuring my former reputation. This is to inform my old customers that there has been a change made in my manufacture from the former one, and that my sweetmeats can be obtained at no other place than where it has been made for the past 50 years at No. 34, Old China Street. Parties wishing to purchase, please be particular, where giving orders, to purchase of no others who bear my name as they are of inferior quality.

CANTON, 5th December, 1881.
And on Chaka my seal, CHY LOONG, CANTON, with a Rubber stamp to be found on the Corks.

I also beg to notify that I have no Agency in Hongkong, any trustworthy imitations with the seal of my Goods there.

CHY LOONG,
Hongkong, Canton.

611

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Chronometer, Watch & Clock Makers,

Jewellers, Gold & Silversmiths.

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KITCHEN'S LIQUID AND OTHER COMPASSES, ADMIRALTY AND IMRAY CHARTS, NAUTICAL BOOKS.

English Silver and Electro-Plated Ware, Christie & Co.'s Electro-Plated Ware, GOLD & SILVER JEWELLERY in great variety.

DIAMONDS

—AND—

DIAMOND JEWELLERY,

A Splendid Collection of the Latest London PATENTERS, at very moderate prices. 749

ORIENTAL BANK CORPORATION IN LIQUIDATION.

NOTICE TO CREDITORS.

PAYMENT OF 6th DIVIDEND.

A 6th DIVIDEND of 6% on all CLAIMS against the HONGKONG BRANCH of THE ORIENTAL BANK CORPORATION, which have been approved by the Court of Chancery, will be paid at the Office of the NEW ORIENTAL BANK CORPORATION, LIMITED, on and after MONDAY, the 10th MARCH NEXT.

CREDITORS are requested to apply to the Bank for their Dividend and to produce the letter they hold from the Official Liquidator, admitting their Claims, in order that the Payment of the 6th Dividend may be endorsed thereon.

PAYMENT OF FINAL DIVIDEND IN ADVANCE UNDER DISCOUNT.

THE OFFICIAL LIQUIDATOR by arrangement with THE ASSURED REALIZATION Co. is prepared to pay in ADVANCE to CREDITORS willing to receive such Payment in FULL DISCHARGE of THEIR CLAIMS the Dividend of 5% payable in the year 1890, UNDER A DISCOUNT OF FIVE TWELFTHS PER CENT.

CREDITORS who are willing to accept Payment of the Final Dividend less discount as above are requested to communicate with the undersigned BEFORE THE END OF THE CURRENT MONTH.

E. W. RUTTER,
Agent for the Official Liquidator,
Oriented Bank Corporation
in Liquidation.

2, QUEEN'S ROAD,
Hongkong, February 6, 1889. 235

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3 to 7 p.m. " " quarter of an hour.

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NIGHT TRAMS at 10.45 and 11 p.m.

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Special CARS may be obtained on application to the SUPERINTENDENT.

Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.

MACLEOD, FRICKEL & Co.,
General Managers.

Hongkong, January 2, 1889. 2

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RESIDENTS in the Colony would materially aid the SENATE of the COLLEGE by forwarding to the ALICE MEMORIAL HOSPITAL

(1) Glass Jars (for museum purposes).

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Hongkong, August 7, 1888. 1317

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FIRST CLASS WORKMANSHIP.

MODERATE FEES.

MR. WONG TAI-FONG,

Surgeon Dentist.

(Formerly Assistant to Dr. ROBERTS).

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CONSULTATION FREE.

Discontinue to missionaries and families.

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Hongkong, January 19, 1889. 58

To Let.

TO LET—FURNISHED.

From 1st of May.

No. 4, SEYMOUR TERRACE.

Apply to

R. H. KIMBALL,

16, Bank Buildings.

Hongkong, April 1, 1889. 618

TO LET.

THE DWELLING HOUSE, No. 2,

DOUGLAS VILLAGE.

Possession from 1st May.

Apply to

DOUGLAS LARRAIK & Co.,

Hongkong, March 30, 1889. 603

TO LET.

ROOMS in 'COLONIAL CHAMBERS.'

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Hongkong, December 12, 1888. 504

TO LET.

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QUEEN'S ROAD CENTRAL.

Possession from 1st April next.

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LAI HING & Co.,

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Hongkong, March 13, 1889. 475

TO LET.

(With Immediate Possession.)

Rooms 1, 2 & 4, QUEEN'S GARDENS.

Apply to

G. O. ANDERSON,

13, Praya Central.

Hongkong, March 14, 1889. 147

TO LET.

PEAK—LA HACIENDA, formerly

occupied by Sir GEORGE FULLER.

Apply to

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Victoria Buildings.

Hongkong, December 12, 1888. 2096

For Sale.

FOR SALE.

JULES MUMM & Co.'s

CHAMPAGNE.

Quarts.....\$20 per Case of 12 doz.

Pints.....\$21 " " 2 doz.

Dubouche & Co. de Gernon & Co.'s

BORDEAUX CLARETS AND

WHITE WINES.

Baxter's Celebrated 'Barley Bio'

WHISKY—\$7½ per Case of 1 doz.

GIBB, LIVINGSTON & Co.

Hongkong, July 18, 1884. 1187

Insurances.

NORTH BRITISH & MERCANTILE

INSURANCE COMPANY.

THE Undersigned, Agents of the above

Company, are authorized to insure

against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1889. 14

QUEEN FIRE INSURANCE COM-

PANY.

THE Undersigned, Agents for the above

RISKS against FIRE at Current Rates.

NORTON & Co.,

Agents.

Hongkong, July 15, 1887. 1340

Not Responsible for Debts.

Neither the Captain, the Agents, nor

Owners will be Responsible for

any Debt contracted by the Officers or

Crew of the following Vessels, during

their stay in Hongkong Harbour—

ADAM W. SPIES, American barque, Capt.

A. D. Field—Russell & Co.

BYRONIA, German barque, Captain P.

Wiese—Wiese & Co.

HATTIE E. TAYLOR, British barque, Capt.

J. McDonald—Gibb, Livingston & Co.

PACOTES, American ship, Capt. Th. D.

Burnham—Preston & Co.

2, QUEEN'S ROAD, Hongkong, February 6, 1889. 235

THEATRE ROYAL,

CITY HALL.

Under the distinguished Patronage

and in the Presence of

H. E. SMITH, W. DES VEUZE, E.C.M.G.,

and

LADY DES VEUZE.

THURSDAY EVENING,

the 4th April, at 8 p.m.

AMY SHERWIN,

The distinguished Prima Donna of COVENT

GARDEN, HER MAJESTY'S THEATRE

PALACE, &c.,

ASSISTED BY HER

ENGLISH OPERA COMPANY.

THURSDAY, APRIL 4th,

GRAND MILITARY COMMAND

NIGHT.

Under the distinguished Patronage

and in the Presence of

H. E. SMITH, W. DES VEUZE, R.E.,

Commander-in-Chief.

Second and Last Performance

of

The Great Success of the Season,

'The Daughter of the Regiment,'

with the same strong Cast and Effects

as on SATURDAY.

Box Plans at Messrs. KENT & WALSH'S,

La, where Seats can be secured in advance

for any Night of the Season.

Soldiers in uniform 50 cents to Back

Seats, other Prices as usual.

Doors open at 8.30, to commence at 9 p.m.

HUGO GORLITZ,

Manager.

Hongkong, April 3, 1889. 625

To-day's Advertisements.

LETTERS PATENT.

In the Matter of the Petition of WILLIAM ORR and PETER STUART BROWN, both of No. 140, Saint Vincent Street, Glasgow, in the County of Lanark, for LETTERS PATENT, for the exclusive use within the Colony of Hongkong, of an Invention for 'Improving' in Metal Sheet, in securing or fastening sections of such sheets together and in means thereof, the said Improvements being applicable to the Construction of Buildings, covered and other Vehicles, close fencing, and other purposes, for which Her Majesty's Royal Letters Patent were granted on the 19th day of May, 1889, to the said WILLIAM ORR and PETER STUART BROWN.

NOTICE IS HEREBY GIVEN that the Position, Specification and Declaration, required herein by Ordinance No. 14 of 1882, have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said WILLIAM ORR and PETER STUART BROWN, by HERBERT LARNER DENNIS, their duly-authorized Agent and Attorney, to apply at the sitting of the Executive Council, hereinafter mentioned, for LETTERS PATENT for the exclusive use within the said Colony of Hongkong of the above-named Invention.

And, Notice is HEREBY also given that a sitting of the Executive Council, before whom the matter of the said Petition will come for decision, will be held in the Council Chamber, at the Government Offices, Victoria, Hongkong, on TUESDAY, the 9th day of April, at 11 a.m.

WILLIAM ORR and PETER STUART BROWN,

HERBERT LARNER DENNIS,

their Agent and Attorney.

60, Queen's Road Central,

Hongkong, 27th March, 1889. 624

DAKIN BROTHERS,

DISPENSING CHEMISTS,

WHOLESALE AND RETAIL

DRUGGISTS.

QUEEN'S ROAD.

Dakin Brothers' Anised and

Licorice Cough Balsam.

FOR the relief of all Catarrhal Com-

plaints, such as Coughs, Colds,

Hoarseness and Soreness

of the Throat, &c.

DAKIN BROTHERS'

COD LIVER OIL,

AND

EXTRACT OF MALT.

An agreeable preparation of Cod Liver

Oil recommended as the best mode of

taking this valuable medicine.

The digestion of the OIL is

greatly promoted by the

action of the Extract

of Malt, which is

of the highest

quality.

SOLD IN 1½ BOTTLES.

Hongkong, April 1, 1889. 620

SHIPPING.

ARRIVALS.

April 1, 1889—

Myosine, British steamer, 1,714 J. S.

Hogg, Saigon March 28. Rice—ALDHOLO,

KABER & Co.

April 2—

Yungtse, French steamer, 2,371, M.

Flaudin, Shanghai March 30, Mals

General—Messageries MARITIMES.

Kutzing, British steamer, 1,493, W. O.

M. Young, Wuhu March 28, General—

JARDINE, MATHESON & Co.

Puyee, Chinese steamer, 936, G. C.

Graham, Shanghai March 29, 11 a.m.,

General—C. M. S. N. Co.

Deutscher, German steamer, 1,200, L.

Iwerse, Bangkok March 24, Rice and

General—EDWARD SCHNEIDER & Co.

Anton, German steamer, 396, E. Aerobee,

Pakhoi March 23, and Hollow 31, General—

WIELE & Co.

Kwang Lee, Chinese steamer, from

Whampoa.

Kwang Lee, British steamer, from

Whampoa.

Augusta, German barque, 473, J. S.

Coronato (Colombo) March 4, Wood and

We hear that Mr. Sholton Hooper, Assessor and Valuator, has been appointed secretary of the new Land Investment Company. The Government will lose a very valuable officer.

Suffer in China.—According to the *Chung-wei-ku-pao*, the barbarous practice of immolating wives on the death of their husbands, exists in China at the present day. In the District of Lien-chiang (連江) in Fukien Province, it used to be a common thing some time ago to urge women to be publicly strangled on the death of their husbands, and the Magistrate had to be present at the ceremony. A magistrate of more humanity than usual, seeing a woman resisting her executioners, put a stop to the proceedings, and prohibited the practice. But it still goes on unnoticed in out-of-the-way places.

In days when the direct intervention of Providence in the affairs of men was more believed in than it is now, the disaster which has overtaken the German and American fleets at Samoa would have been recognised as a Divine chastisement for the bloodshed and ruin, which the greed and jealousy of Western nations have caused in these fair islands of the South Pacific. But, although few will now be disposed to put such an interpretation on the lamentable catastrophe, it must be admitted that the Germans, by the arbitrariness and recklessness which have characterised their action in Samoa during the last year or two, have alienated many of their well-wishers in Europe and America. But for their interference in the internal management of the islands, deposing one King and setting up another, a cruel war which has been devastating the land since then would not in all probability have broken out. Their interference was in violation of treaty agreements with England and the United States, whereby the independence of the islands and the neutrality of the three Powers interested, were recognised.

United States interests chiefly suffered by the hostilities, and several Americans actively supported the chief Matafa, who had rebelled against the puppet King, Tameose, whom Germany had set up. Recent events in the islands led to some what strained relations between the two nations, each blaming the other for inciting the natives and prolonging the struggle. In the month of December a serious engagement took place. Matafa's men, headed by an American named Klein, defeated a German party, inflicting a loss of fifty men. Since that reverse the Germans have been acting with a high hand in Apia, but have not ventured a pitched battle with Matafa's men. After the fight in December the United States despatched the *Trenton*, with Admiral Kimbrey, to Samoa, and shortly afterwards the *Vandalia* left for the same place. The *Nipic*, Commander Muglan, was already at Samoa, and had been actively engaged with the English man-of-war *Royalist* in defending non-German interests in the islands. The temper shown by America led Bismarck to disown the conduct of the German Consul and Commandant in declaring war against Matafa, while the United States recalled Consul Sewall. The Conference, if it took place, did not lead to any definite results, and the last news received by the mail was that the blockading squadron at Zanzibar was to proceed to Samoa to inflict a signal chastisement on the natives for killing German marines. Meanwhile the whirlwind has wiped out both the American and German squadrons at Samoa, and this disaster may change the whole aspect of the question. The only foreign man-of-war which escaped was the much-abused *Calliope*, whose hull the Australians declared to be rotten. The *Calliope* took the place of the *Royalist* at the beginning of the year. The course of making out to sea whenever a hurricane begins is a favourite one with the English navy, and the wisdom of it has been amply demonstrated in this case.

H.M.S. *Albatross*, with Admiral and Lady Salmon, returned to Shanghai from the River Port on the 27th ultimo.

The Shanghai Mercury of 27th ult. says:—The Russian gunboat *Korveta* arrived here this morning from Korea. The British torpedo boat *Porpoise* and French gunboat *Argus* were at Chinkiang yesterday.

Mr. Yuan, the Chinese Resident at Seoul, is, we hear, to be recalled, and to be succeeded by Mr. Ma, brother of the director of the China Merchants' Company, and Mr. Lo, secretary to the Viceroy of Chihli. The situation must be considered serious in Korea if two such important officials are to be sent to replace Mr. Yuan. —*N. O. Daily News.*

St. Ch'eng-tan, formerly Chinese Minister to Japan, is, as already mentioned, undergoing a judicial examination in connection with alleged 'squabbles' made by him when at any rate, and it is not clear why the Government. We now hear that many other persons are also implicated in these charges; and that the present Chinese Minister at Tokyo, has received notice from Nanking that some of the members of his staff, who were with the former Minister, will also be required in China at once to answer the charges brought against them. —*Native paper.*

FIRE BRIGADE FOR THE PALACE.—Prince Li reports that he is taking steps in compliance with Imperial instruction to organize a fire brigade for service in the Palace. It seems that such an institution formerly existed, but that the drill of the men has been neglected and the apparatus allowed to go out of working order. A set of regulations in eight clauses have now been drawn up by the Members of the General of the Guards, the object of which is to restore the brigade to an effective condition by increasing the strength of the corps and by providing a supply of suitable apparatus. —*eking Gazette.*

The *Hu Pao* gives a short paragraph stating that the *Chen Hai* was the man-of-war in which the Judge left for Port Arthur, attended by very small retinue, and accompanied by the Military Secretary to the Viceroy.

We hear that a very serious railway accident has happened on the Tientsin-Taku railway, near Taku, and that some lives have been lost. It is said that the circumstances have created a very unfavourable impression in high quarters, and we fear that it will still further tend to check the long-looked-for extension of railways throughout the Empire. —*Shanghai Courier.*

LADY LI'S BIRTHDAY.—The 20th March was the birthday of her ladyship, the wife of the Viceroy, and as usual on such an occasion, all the civil and military authorities of this city repaired early to the Viceroy's Palace and offered their congratulations and respects to the happy lady. In connection with her birthday, a large amount of charity to poor women and girls, some of whom received as much as 1,000 native cash, while others received several hundred. The numerous applicants for charity surrounded the side of the Viceroy, and as they received their alms they were loud in their demonstrations of gratitude. The amount of alms given is believed to be the largest ever given by the Viceroy, and the number of lives saved every winter through the bounty of this generous lady cannot be estimated. —*Shin Pao.*

At Canton the Chinese Government lately established outside the East Gate two sets of machinery purchased abroad, one for mining copper cash, and the other for mining silver coins. The Viceroy Chang Ching-tung, however, after mature deliberation, has come to the conclusion that both these enterprises are impracticable, the making of money on account of the expense, and that of silver money on account of the small probability there is of such a new silver coinage being acceptable to the Chinese. The copper mint will work for three months, and then cease, the Viceroy now having the intention of buying from abroad machinery for weaving cloth, and building the mint factory as a cloth-weaving factory. This reasoning and patriotic policy hopes by this means to obtain for China a share of profit which has too long been monopolised by foreigners. —*Shin Pao.*

The *Shin Pao* in a recent issue gave an account of some circumstances at Chinkiang which might have ended in a popular outbreak. The following were the real facts:—There were four bundles of firewood blocking the road, and a Chinese policeman came and civilly requested the coolies who had placed them there, to remove them. The coolies not only refused to do so, but grew very abusive. The Chinese policeman used his stick, a little rattan whip, to point out where he wanted the loads taken, and did not strike anyone at all. The coolies, however, collected a mob, and the policeman and the coolies to the Chinese petty official, beating the man as they dragged him along. Mr. Sun, the official in question, on enquiry found that it was only a petty squabble, and at once had the policeman released, without any further show or any order for a display of fireworks as an *amende honorable*, and ordered no desire for the policeman to be placed in the cage. The U.S. Consul knew nothing of the matter until he read about it in the *Shin Pao*. The latter journal stated to be more careful not to allow such inaccurate and misleading accounts to appear in its columns, which are calculated, during the present feeling at Chinkiang, to do some mischief. —*Letter to Hu Pao.*

On the 15th March Mr. Mansfield, British Consul at Chinkiang, proceeded with the British Admiral to Nanking, and visited the Taitai Liu, to whom at a dinner given in honour of the visitors, the Consul communicated his desire of interviewing the Viceroy, Tsing Kuo-chuan. On the next day, accordingly, the Viceroy's French Chamberlain, the Baron de Kung, Peking, escorted the Admiral and the Consul to the Viceroy's garden, where they were received with great state. Mr. Mansfield can converse well in Pekingese, having had considerable intercourse with officials, but being that he was ready to give his assistance in case any remark of either party was not fully understood. Mr. Mansfield complimented Liu Taitai highly on his knowledge of international business, the more praiseworthy in that the Taitai has never been abroad. The interview was a very cordial one, and at its close the Viceroy requested that he might be kindly remembered to the United States Consul at Chinkiang. The principal business discussed was of course the question of the compensation of the people who lost property in the deplorable riot at Chinkiang, and it is believed that in a few days this matter will be satisfactorily arranged. There are few high officials who so worthily fill their post, or of whom China has so much reason to be proud as the Viceroy Tsing Kuo-chuan. —*Shin Pao.*

At the meeting of the Shanghai Chamber of Commerce, Mr. Macgregor stated that the manner in which the so-called concession of Bunding privileges has been regarded by the importing trade of Shanghai is evidenced by returns which have just been published by the Customs. These show that this interference with the trade of the port does not in any way confer a privilege. The result cannot be profitable to the China Navigation Company, while it is anything but calculated to foster the interests of the Chinese.

The *Daughter of the Regiment* will be repeated on Thursday evening, when the performance will be under the immediate patronage of H. E. Major-General Edwards.

In 1886 M. Thévenet obtained a contract from the Viceroy Li Hung-chang for a dock at Port Arthur, to be completed within three years, at a cost of something over £1,100,000. Finding, owing to unexpected difficulties in the work, that he could not complete it at that cost, he applied for a further sum, which the Viceroy declined to grant, but promised to endeavour to make it up for him on some other contract, and last year instructed him to build an iron fort in European style at Liang-shan, £1,200,000. This has not yet been completed, and the Port Arthur dock, we hear, has but small chance of being completed this autumn, when the three years' limit expires. Much saving in cost and time has been effected in the work, and the dock is now nearly finished. The dock is like the cells in a honeycomb for number, and water will keep bursting in night and day. The floor is half fine sand and small stones, and to stop these impurities of water is considered most difficult. M. Thévenet's efforts, and those of the native officers who have tried to assist him, have proved all so unsuccessful, that the Viceroy considering that the contract was originally signed between the French engineer and the present Provincial Governor of Chihli Province, Ohow, while the latter was Oustous Taitai, has instructed Ohow to proceed from Peking to Tsing-tung, and from thence he has despatched him to Port Arthur to report on the work to the Viceroy. It is the custom for Government officials to be allowed passages from Tientsin to Port Arthur for 500 taels, and other returns for 300 taels each, but when the Chinese man-of-war *Tsao-king* was getting up steam for Port Arthur, and surrounded by boats filled with people anxious to come on board on these terms, it was announced to them that they would not be allowed to do so, as the Viceroy was feared that there were many among the crowd endeavouring to obtain a cheap passage under false pretences. In the midst of the hubbub, while the people were waiting outside the dock, a crowd of men, some of whom were armed, came and seized the Viceroy's boat, and in addition to the charge of losing their passage, were treated to an icy bath, and only rescued from drowning with difficulty. —*Shin Pao.*

AMY SHERWIN'S COMPANY AT THE THEATRE ROYAL. For the comparatively small audience at the Theatre Royal last night the dismal weather was, no doubt, much to blame. The announcement that it was to be a 'grand Scotch night' could hardly have had the effect of making people stay away, for Scotch programmes are usually popular in Hongkong, where there is a strong Celtic element in the European population. We think it very likely that if the management had got the leading members of the St. Andrew's Society to interest themselves in the entertainment by securing their patronage, there would have been a better turnout in spite of the miserable state of matters meteorological. After all, there was but little of a distinctly Scotch character in the bill, though that little was good. Miss Sherwin's singing of 'Twas within a mile of Edinburgh Town' was well worth going to hear, and so too was Miss Fischer's rendering of 'Robin Adair.' Mr. Stockwell, although still suffering from a severe cold, sang 'The Macgregor's Gathering' with highly praiseworthy spirit and melody. Mr. Leimone's fantastic of Scotch melodies was played with his usual taste and faithful execution, and a similar item for the piano gained Mr. Clutman a cordial round of applause. Miss Sherwin's Scotch ditty, which was really charmingly sung, was emphatically re-demanded, and the prima donna responded with 'No, sir,' a ballad which an aspiring lady amateur would never compromise her dignity by singing, but which, in the hands of Miss Sherwin, who knows how to sing it, is wonderfully effective.

The third act of Elton's 'Martha,' which constituted the second part of the entertainment, went even better than the first. The acting was of a high order, notwithstanding Mr. Stockwell's cold. Mr. Sherwin introduced one verse of 'The last rose of summer,' and the audience who have gladly listened to more of it. The final quartet of the act was excellently rendered, and called forth most enthusiastic applause. Miss Fischer's singing and acting in the party of Nancy, which suits her exceedingly well, were charmingly unaffected. Mr. Sherwin's *Plunkett* and Mr. Leimone were both very satisfactory impersonations.

The concluding part of the programme, the great 'Mad Scene' from Donizetti's 'Lucia di Lammermoor,' was an artistic triumph of no mean order for Miss Sherwin. Her singing was marked by brilliant execution, deep feeling, and the most touching pathos, and throughout the varying phases of the remarkable scene she commanded the complete attention and sympathy of the audience. The ease with which she conquered all technical difficulties, and the power of expression which she displayed, were alike admirable. The applause with which the audience testified their appreciation of the performance was both loud and long. It was altogether the finest exhibition of her powers that Miss Sherwin has yet given to the Hongkong public, and it afforded conclusive evidence of her ability as an exponent of grand opera.

The *Daughter of the Regiment* will be repeated on Thursday evening, when the performance will be under the immediate patronage of H. E. Major-General Edwards.

OH! THOSE ROADS. To the Editor of THE CHINA MAIL. Hongkong, April 2. Sir,—If the *Pail Mail* Gazette thinks it a great pity there is no body we can hang for the naval bungling, there are many in Hongkong inclined to think so. I am sure that the roads in the town are not to be longed for, and that the roads in the country are not to be in the fearful mess they are in just now. Queen's Road is simply a quagmire. The poor people who are aghast at the sight of it, are simply unrecognisable. He presents an appearance of more mud than a cow. Wooden streets may be dangerous in case of fire, but surely some improvement could be made on the existing roads. Fine hills roads may embellish the island, but we want some attention paid to the centre of the town. If there is nobody in the Star-gazer's department who knows anything about road-making, the sooner a competent man is telegraphed for the better. —Yours, MUD.

PEKING NOTES.

On the 13th inst., the tug *Lee-tah* was towing three lighters to Tientsin. Bounding one of the bows below the line, the tug, the *Lee-tah*, ran ahead and struck the rudder of the lighter ahead of her. The *Canal* was at once run into a creek, her cargo put into a spare lighter, and the damaged craft sent back to Taku for repairs.

It will not be long before the Captains of steamers will be blessed with their old friends, the Shanghai grain junks (who doubtless in return will be also—blessed). There will, of course, be the usual amount of stupidity, perversity, and annoyance from the junks, but we trust the care and patience proverbial among the northern shippers will ensure a similar freedom from accidents that characterised last year. About 300 junks, whose captains will insist upon anchoring in the most difficult navigable parts of the narrow Paito, must be a trying complication to the yet unknown configuration of the river bed.

CHINA'S FOREIGN TRADE IN 1888.

The following is the Report by Mr. E. McKean, Statistical Secretary of the Imperial Maritime Customs, on the Foreign Trade of China in 1888:—

The statistics of the Foreign trade of China in the year 1888, when compared with the like statistics of previous years have to be submitted to a certain reduction, since it was in 1888 for the first time that it was possible to ascertain what are practically the entire facts connected with China's Foreign trade. Previously to April 1887 no statistics of the junk trade of Hongkong and Macao with the mainland of China were accessible. The statistics of 1887 are, however, complete, and the facts of that trade for a part of a year only, whereas those statistics of 1888 cover an entire year's trade. It is true that there is a junk trade carried on between certain southern parts of the Empire and some foreign countries, namely, Japan, Siam, the Straits Settlements, etc., statistics of which are still lacking to make complete the record of China's Foreign commerce; but considerable as that junk trade undoubtedly is, its volume, considered for statistics purposes, is not so great as the volume of Foreign commerce carried on in Foreign and Chinese vessels, record of which is cognizable, may be disregarded without serious risk of a wrong deduction.

The total of China's Foreign imports for 1888 is represented by an estimated value of £1,247,822,803, in which is included that of the junk trade of Hongkong and Macao with the mainland in Foreign-going vessels, namely, £1,212,521,—the value of the Foreign goods imported in 1888 being £1,056,372. The value of the Foreign imports at the Treaty ports for 1887 was £1,044,613, so that the improvement in 1888 may be set down, in round numbers, at seven million taels, or 12 per cent. on the total. Some of this gain, in however, more apparent than real, as about two-fifths of it came from the import of Opium through the Foreign Customs of the Kwangtung province, the result simply of legislation at Hongkong and Macao in 1887.

The following figures show the estimated value of each of the last six years' Foreign Imports at the Treaty ports:—

1883.	1884.	1885.
£1,735,702	£1,761,768	£1,820,018
1886.	1887.	1888.
£1,479,323	£1,424,613	£1,056,372

Opium imports at these figures being undoubtedly evidence a general growth of commerce.

Of the total of 1888 for all China, I find that Cotton Goods represent £1,044,613, or about 85 per cent. of which Grey and White Shirtings absorb one-third, Cotton Yarn one-third, and the remaining Cotton Goods one-sixth. Of the total of 1887, the balance was £1,044,613, or about 85 per cent. of which Grey and White Shirtings absorb one-third, Cotton Yarn one-third, and the remaining Cotton Goods one-sixth. As I pointed out in last year's Report, the import of Cotton Yarn grows apace; in 1888 there entered in 400,000 pieces, and the remaining Cotton Goods, which were 1,044,613, or about 85 per cent. of the total, were 1,044,613, or about 85 per cent. of the total. The import of Cotton Yarn grows apace; in 1888 there entered in 400,000 pieces, and the remaining Cotton Goods, which were 1,044,613, or about 85 per cent. of the total, were 1,044,613, or about 85 per cent. of the total.

THE PEIHO.

With the large number of ships, says the *Chinese Times*, that are continually moving to and fro in these waters, accidents are from time to time bound to occur, but it is a matter of congratulation that they are not very frequent. A few days ago three British steamships, the *Peiho*, the *Peiho*, and the *Peiho*, were at anchor in the Peiho, and a fire broke out on board the *Peiho*, and a fire broke out on board the *Peiho*, and a fire broke out on board the *Peiho*.

The British barque *Walter Seifried*, when under sail and making for Taku, ran across the bows of the British steamship *Peiho*, lying at anchor in the Outer Anchorage. Beyond carrying away a small portion of the *Peiho's* rigging, no serious damage was done. The barque kept on and crossed the Bar.

On the 13th inst., the tug *Lee-tah* was towing three lighters to Tientsin. Bounding one of the bows below the line, the tug, the *Lee-tah*, ran ahead and struck the rudder of the lighter ahead of her. The *Canal* was at once run into a creek, her cargo put into a spare lighter, and the damaged craft sent back to Taku for repairs.

CHINA'S FOREIGN TRADE IN 1888.

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The total estimated value of Sundry Foreign Imports was £1,247,822,803, in 1888, against £1,212,521 in 1887. The increase, in round numbers ten million taels, is nearly covered by the difference between the Kwangtung Province Ports of 1888 and those of 1887, and is referable to the abnormal quantity of Rice carried in junk from Hongkong to the China coast. In the whole list a few items only claim special notice, namely, Fish and Fishery Products, £1,247,822,803; Matches, £1,247,822,803; Kerosene Oil, £1,247,822,803; and Rice, £1,247,822,803. Fish and Fishery Products reached the large import of 303,693 piculs, brought, it has to be borne in mind, from abroad. It may safely be stated that this quantity, large as it is, represents the veritable fraction of China's consumption of such articles, her coast swarming with myriads of men who at every inlet land the produce of the sea in enormous quantity. Of Matches it suffices to remark that the quantity shown in the statistics is not the measure of the entire consumption, as the matches made in the provinces are carried on in China itself. Kerosene Oil, judged by the statistics of the past, furnishes evidence of being an article of an unsteady rate of consumption. Thus the imports of the past four years were as follows:—

1885.	1886.	1887.	1888.
Gallons.....	14,000,000	23,038,101	23,038,101
Do.....	12,016,135	16,513,090	16,513,090

The fluctuation in supply does not appear as marked if allowance be made for the unaccounted stocks in Shanghai at the end of each year, namely, at the end of 1885, 104 million gallons; at the end of 1886, 54 million gallons; at the end of 1887, and 5 million gallons at the end of 1888. Russian Oil entered the China market for the first time during the year. In 1888 China drew on Russia for 1,132,211 piculs, of which the junks carrying merchandise from Hongkong to the mainland carried no less than 6,025,849 piculs. This abnormal demand for food came from the Kwangtung province, and it is due to the fact that towards the close of 1888 the same province drew supplies of Rice from Yangtze provinces, at a time, too, when in some portions of those very provinces scarcity was beginning to famine afflicted many localities.

The total estimated value of Exports from China for consumption in Foreign countries in 1888 was £1,247,822,803, and the like value in 1887 was £1,212,521. Of the many products which entered under the result given, it may be said that two only, Tea and Silk, attract general attention in a marked way. The estimated value of Tea (including Tea Dust) exported in 1888 was £1,247,822,803, and of Silk in its various grades £1,247,822,803. These two commodities taken together make, as regards value, the two-thirds of the entire Export trade.

The statistics of the export of Tea, excluding Tea Dust, for the past five years are as follows:—

1884.	1885.	1886.	1887.	1888.
Black Tea.....	1,664,451	1,618,403	1,654,058	1,654,058
Green.....	202,556	214,693	192,930	192,930
Brick.....	244,996	250,111	301,492	301,492
Total.....	2,112,003	2,113,207	2,148,480	2,148,480

Value £1,247,822,803, 30,011,720, 30,280,513. These statistics undoubtedly show that the Tea trade of China has not as yet seriously diminished in volume, and is, for the purchasing power of the European and American countries, a valuable source of supply. As such Tea was not reported at the Foreign Customs, the statistics of it, which were procured from separate sources, are not included in the tables compiled from Customs documents; but a separate table is printed, supplying such data concerning it as have been procurable.

The export of Silk in its various forms shows a falling off in quantity compared with that of the year 1887. The aggregate value of the past six years are, however, as follows:—

1884.	1885.	1886.	1887.	1888.
Black.....	38,122,341	20,001,178	28,863,218	28,863,218
Do.....	31,690,514	32,180,998	32,180,998	32,180,998

The figures of 1887 and 1888 should be compared with the previous year, after making due allowance for the Silk export through the Kowloon and Loo-choo Offices, which amounted to about two million taels in 1887 and to three million taels in 1888. Compared with the export of 1887, the quantity of Raw Silk has fallen off about 2,400 piculs, and that of Refined Silk about 6,000 piculs, whereas the value of Piece Goods (including Pongees) has increased about 2,000 piculs.

Another very important Export which demands some comment is Straw Bricks. The export of this has fallen off by one-half, from 187,039 piculs in 1887 to 187,039 piculs in 1888; and writers at the chief exporting marts, Tientsin and Chefoo, with an accord attribute the result to the disinclination of the Native manufacturers, who checked buyers abroad by shipping as of uniform quality but of inferior quality, which they had put worthless instead of valuable Bricks. The fraud has brought about the opening and scrutiny of the sales prior to shipment, and this industry, thus started, may soon acquire cover to its old prosperity, and a similar industry at Ningpo, namely, the manufacture of Rush Hats, mats and matting, passed through a similar trial.

There are other items in the list of Exports which merit attention also. Cotton Goods and Shoes, to the value of £1,247,822,803, were exported, being presumably sent abroad to supply the needs of the men and women who have left China to push their fortunes in new countries. Next in the list is Raw Cotton, the export of which amounted to 202,546 piculs, against 55,779 piculs of Foreign Raw Cotton. 1888 was the first year, within recent times at all events, in which the balance of the trade in Raw Cotton rested in the hands of China, as can be seen from the statistics of its for seven years given below:—

FOREIGN IMPORT.

1882.	1883.	1884.	1885.	1886.	1887.	1888.
Piculs.....	178,478	211,346	187,808	187,808	187,808	187,808
Do.....	131,445	110,537	127,119	127,119	127,119	127,119

NATIVE EXPORT.

1882.	1883.	1884.	1885.	1886.	1887.	1888.
Piculs.....	41,690	22,074	53,872	53,872	53,872	53,872
Do.....	61,850	47,872	69,227	69,227	69,227	69,227

From the fact that this Chinese Raw Cotton exported may be said to have gone to

Japan, exclusively. I conjecture that the Cotton mills of Japan which are increasing in number with rapid strides, are drawing on China for supplies of raw material. There is what seems a curious item in the list of Exports abroad, namely, Paper, amounting to 202,502 piculs (say, 12,000 tons), valued at £1,247,822,803. Bearing in mind that this Paper there is included the indispensable adjunct of all Chinese life, *Jose Paper*—the supply of which is sought for, naturally enough, from the home country, it is yet strange to find China, with her hand labour only to rely upon, finding a Foreign market for this manufacture, since undoubtedly the entire 12,000 tons are not all *Jose Paper*. The export of Chinese Sugar to Foreign countries, amounting to 1,012,820 piculs (say, 60,000 tons), against an 'in' of Foreign Sugar amounting to 145,000 piculs (say, 8,660 tons) only merits some notice. Of the total export (1,012,820 piculs), 332,391 piculs—say, one-third—were shipped from Fuzhou to Japan, and the remaining two-thirds left China for Hongkong and Macao respectively, by far the largest proportion being junks, which passed through the Kowloon and Loo-choo Offices, and may in part have subsequently re-entered China as Native produce imported from Hongkong.

With the year 1888 came the introduction of Shanghai of Bonded Warehousemen, and the opening of a new era in the history of the Chinese Foreign Trade. Considerable opportunities are now open to the advantage of doing business, even when the advantages derivable are immediate and obvious, one can understand that the first year's results of Bonding are comparatively small.

Teach self-denial and make its practice pleasurable, and you create for the world a more noble and sublime than ever issued from the brain of the wisest dreamer.—*Water Scott.*

SCOTT'S EMULSION OF PURE OIL LIVER OIL WITH HYPOPHOSPHITES acts both as food and medicine. It not only gives flesh and strength, but it is a powerful tonic for the system, and builds up the wasted body. Read the following:—'Scott's Emulsion is in my opinion an excellent and valuable compound. I have given it to consumptive patients, and have been delighted with the results obtained. It is pleasant to the taste, and can be borne by the most sensitive stomach.'—E. A. ROWLAND, M.D., BUTTERKNOWLE, DARTFORTH. Any Chemist can supply it.—*Watson & Co. (Limited), Agents in Hongkong and China.*

Quotations.

days' sight,	2/11
months' sight,	3/0
3 months' sight,	3/0
4 months' sight,	3/0
3,	3/77
months' sight,	3/86
k—	
3,	73
days' sight,	74
3,	218
3,	220
3,	218
3,	220
3,	214
3,	224
00 days,	24.50
00	26.61

Temperature.

Messrs. Falconer & Co.'s, Premises

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA
ALSO
LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 3rd April, 1889, at Noon, the Company's S.S. *YANTSE*, Commandant *FLATIN*, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 2nd April, 1889 (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPELAIN, Agent.

Hongkong, March 20, 1889. 537

Occidental & Oriental Steam Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *GALLIC* will be despatched for San Francisco, via Yokohama, on TUESDAY, the 3rd April, at 1 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco ... \$200.00
To San Francisco and return ... 350.00
To Liverpool ... 325.00
To London ... 300.00
To other European ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

O. D. HARMAN, Agent.

Hongkong, March 23, 1889. 561

Mails.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *ABYSSINIA*, 3,551 Tons Register, G. A. Lee, Commander, will be despatched for VANCOUVER, B.C., via NAGASAKI, KOBE, and YOKOHAMA (passing through the INLAND SEA), on THURSDAY, the 4th April, at Noon.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco and Pacific Coast Points, by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

First-class Fares granted as follows:—
To Vancouver & Victoria, Met. \$160.00
To all common points in Canada and the United States ... 230.00
To Liverpool ... 300.00
To London ... 305.00
To other European points at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

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O. D. HARMAN, Agent.

Hongkong, April 1, 1889. 616

Intimations.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY, TENTH YEAR.

THIS Review, which was intended to meet the wants of many students of Chinese, caused by the discontinuance of *Notes and Queries on China and Japan*, has reached its Fourteenth Volume. The Review discusses those topics which are of importance in the minds of students of the Far East, and about which every intelligent person is desirous of acquiring trustworthy information. It includes many interesting Notes and original papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be made more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of literature on China etc., and to give critiques embodying sketches of the most recent works on such topics. Authors and Publishers are requested to forward works to 'Editor, China Review, care of China Mail Office.'

The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students knowledge on obscure points.

The Correspondents' column also affords further and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is assiduously cultivated. Amongst the regular contributors are Drs. Chamberlain, Eitel, Bretschneider, and Hirth, Professor Legge, and Messrs. Ballou, Watson, Steuts, Phillips, McClure, Street, Jamieson, Faber, Knapik, Parker, Playfair, Giles, Piton, and Taylor—all well-known names, indicative of sound scholarship and thorough mastery of their subject.

The Subscription is fixed at \$5.50 per annum, postage included—payable in advance. Orders for binding volumes will be promptly attended to; Address, 'Manager, China Mail Office.'

OPINIONS OF THE PRESS.
"All our learned societies should subscribe to this scholarly and enterprising Review."—*Northern Christian Advocate* (U.S.).
"The *China Review* ... has an excellent table of contents."—*Celestial Empire*.
"The Publication always contains subjects of interest to sojourners in the Far East and the present issue will hold favourable if not advantageous comparison, with preceding numbers."—*Celestial Empire*.

"This number contains several articles of interest and value."—*North-China Herald*.
"The *China Review* for September-October fully maintains the high standard of excellence which characterises that publication, and altogether forms a very interesting and readable number. Macroeologists will find an interesting and valuable contribution by Dr. Eitel, on 'The Amount of Precipitation (Rain and Snow) of Peking,' showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880."

"Notes on the Dutch Occupation of Formosa," by Mr. G. Phillips, containing interesting information, although much of it is second-hand. The Notices of New Books include a most diverse and appreciative review of 'The Divine Classic of Nan-Hua,' and the *Notes and Queries* are as usual very interesting."—*North-China Herald*.

"A substantial and reliable Review which all students of China and the Chinese would do well to patronise."—*Chrysanthemum*.
"The November-December number of the *China Review* contains the less variety than usual, but the few articles are very interesting. The opening paper by Mr. Herbert A. Giles on 'The New Testament in Chinese' treats of a question that must necessarily be of great importance in the eyes of all missionaries."

"Mr. B. H. Parker's 'Short Journeys in Szechuen' are continued, and a goodly instalment of these travels in the interior of China is given. Mr. F. H. Balfour contributes a paper of some length entitled 'The Emperor Cheng, founder of the Chinese Empire,' which will be read with genuine interest by students of Chinese history."

A few short notices of New Books and a number of Notes and Queries, one of which 'On Chinese Oaths in Western Romance and Java' might appropriately have been placed under a separate heading, complete the number."—*H.K. Daily Press*.

Trimmer's *Official Record* contains the following notice of the *China Review*:—
"The present publication, judged by the number of notes, is a most interesting and valuable position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the *Colony Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular service, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severely represented in the first number of the Review by papers highly creditable to their respective authors."

Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-philosopher of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, it carried out with punctuality and detail, we are glad to notice that 'Notes' and 'Queries' are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may prove a valuable degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to insure its continuance.

Mr. Andrew Wind,

News Agent, &c.

21, PARK ROW, NEW YORK; L. authorized to receive Subscriptions, Advertisements, &c., for the *China Mail*, *Oriental China Mail*, and *China Review*.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore Z., and those in the body of the Harbour.

Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Fodder's Wharf.
6. From Fodder's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to Kowloon Wharves.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name	Agent	Captain	Flag and Reg.	Tons	Date of Arrival	Consignee or Agents	Destination	Remarks
Steamers								
Abyssinia	5	Lee	Brit.	2346	Mar. 19	Adamson, Bell & Co.	Vancouver (B.C.)	To-morrow
Antioch	3	Aerobee	Ger.	396	April 2	Wielor & Co.	Holhow, &c.	To-morrow
Bonlawers	5	Webster	Brit.	1513	April 1	Gibb, Livingston & Co.		
Biagno	5	Tognasso	Italian	1499	Mar. 31	Carlowitz & Co.		
Chingta	5	Cooke	Brit.	1319	Mar. 31	Russell & Co.		
Chow Fa	3	Hunt	Brit.	2300	Mar. 29	Butterfield & Swire		
Deuteros	4	Phillips	Brit.	1055	Mar. 29	Yuen Fat Hong	Swatow & Bangkok	To-morrow
Diamond	4	Worson	Ger.	1197	April 2	Ed. Scheilhaus & Co.		
Eden	4	Gordon	Brit.	1030	April 1	Chinese		
Eden	4	Webster	Ger.	988	Mar. 28	Matchless & Co.		
Eden	4	Graham	Chi.	920	April 2	M. S. N. Co.		
Eden	4	Pease	Brit.	4205	Mar. 31	O. S. S. Co.	San Francisco	9th inst.
Eden	4	Harris	Brit.	1122	Mar. 31	Douglas Steamship Co.		
Eden	4	Gadd	Brit.	1055	Mar. 29	Geo. R. Stevens & Co.		
Eden	4	Toung	Brit.	1485	April 2	Jardine, Matheson & Co.		
Eden	4	Hugg	Brit.	1450	April 1	Arnold, Karberg & Co.		
Eden	4	Talbot	Brit.	808	April 1	Jardine, Matheson & Co.		
Eden	4	Thompson	Brit.	1290	April 1	Butterfield & Swire		
Eden	4	Stopani	Brit.	161	Sept. 27	H. K. & W. Dock Co.		
Eden	4	Sams	Brit.	1071	Mar. 28	P. & O. S. N. Co.		
Eden	4	Hunter	Brit.	819	Mar. 30	Douglas Steamship Co.		
Eden	4	Condon	Brit.	1530	Mar. 31	Mitsui Bishi		
Eden	4	Flanidin	Fr.	2371	April 2	Messageries Maritimes		
Sailing Vessels								
Adam W. Spies	6	Field	Amer. bqe.	1171	Jan. 22	Russell & Co.		
Eden	6	Summers	Brit. bqe.	774	Jan. 23	Melchers & Co.		
Hattie E. Tagley	5	McConnachy	Brit. bqe.	907	Mar. 20	Gibb, Livingston & Co.		
Lady Harewood	3	Williams	Brit. bqe.	382	12 Chinese			
Pactolus	3	Burnham	Amer. sh.	1145	Feb. 28	Pussau & Co.		

Her Britannic Majesty's Ships on the China Station.

Name	Reg.	Tons	Guns	I.H.P.	Captain	Where at
Alcidity	despatch vessel	1700	4	3180	Com. R. Blair Macdonald	Amoy
Conquest	gunboat 2nd class	465	4	470	Lieut.-Com. Everard Maxwell	Hongkong
Constance	gunboat 3rd class	2380	14	2500	Captain Chas. Le Oxley	Hongkong
Cordelia	gunboat 3rd class	2380	10	2420	Capt. L. O. Keppel	Shanghai
Exor	g-b. 3rd class coast defence	363	3	340	Captain Henry H. Boys	Hongkong
Exor	gunboat 2nd class	465	4	470	Lieut.-Com. Reginald Y. Smith	Hongkong
Exor	gunboat 3rd class	465	4	470	Lieut.-Com. Denison	Shanghai
Exor	gunboat 3rd class	1420	8	1150	Captain Chas. J. Balfour	Singapore
Exor	twincreeper battle ship	8400	10	10000	Captain Wm. A. Dyke Acland	Hongkong
Exor	gunboat 2nd class	4900	10	5500	Captain William H. May	Hongkong
Exor	gunboat 2nd class	766	5	1050	Captain M. J. Dunlop	Hongkong
Exor	gunboat 2nd class	490	4	490	Commander Seythier	Hongkong
Exor	gunboat 2nd class	1130	10	1130	Lieut.-Com. G. H. Yonge	Hongkong
Exor	gunboat 2nd class	4870	4	4040	Captain Hy. J. Carr	Shanghai
Exor	gunboat 2nd class	1730	6	3500	Commander R. V. White	Singapore
Exor	gunboat 1st class	890	3	690	Capt. The Hon. F. O. Vereker	Hongkong
Exor	gunboat 3rd class	715	6	1200	Lieut.-Com. W. Matell Douglall	Shanghai
Exor	gunboat 3rd class	1970	12	2360	Captain W. C. Karmack	Hongkong
Exor	gunboat 3rd class	1420	8	1400	Captain T. P. W. Newham	Hongkong
Exor	torpedo mining launch	150	5	1010	Com. The Hon. Richard Bingham	Hongkong
Exor	gun-vessel 2nd class	756	5	1010		Hongkong
Exor	gun-vessel 2nd class	35	—	—		In reserve
Exor	gun-vessel 2nd class	35	—	—		In reserve
Exor	g-b. 3rd class coast defence	—	—	—		In reserve
Exor	receiving ship	5157	14	—	Commander E. J. Church	Hongkong
Exor	aloop	925	4	750	Commander Geo. A. Giffard	Singapore
Exor	coast defence ship, armoured	2750	4	1450		Hongkong

* Flagship of Vice-Admiral Sir Nowell Salmon, K.C.B., V.C., Commander-in-Chief.

* H. M. S. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy List.

Foreign Men-of-war on the China and Japan Station.

Name	Flag and Reg.	Tons	Guns	H.P.	Captain	Where at
Albatross	Russian gunboat	800	—	—	Captain Parengo	Nagasaki
Aragon	Spanish cruiser	1908	—	—	Captain A. Soler	Hongkong
Arcturion	French gunboat	470	4	450	Commander Malpert	Shanghai
Arcturion	Russian cruiser	1100	—	—	Captain Manchouff	Nagasaki
Comble	French gunboat	475	4	450	Lieut.-Commander Martel	Quinhon
Dolphin	U. S. despatch vessel	640	—	—	Captain Geo. F. F. Wilde	Hongkong
Eden	German gunboat	439	—	—	Captain Rickstedt	Hongkong
Eden	French gunboat	485	4	425	Captain Nény	Hongkong
Eden	U. S. corvette	1900	7	1110	Commander Dyer	Tonkin
Eden	U. S. aloop	1370	6	1470	Lieut.-Com. Henry Glass	Amoy
Eden	Russian gunboat	455	7	60	Commander Melhoff	Yokohama
Eden	Equian gunboat	1330	9	220	Captain Zarine	Corea
Eden	U. S. corvette	2400	12	1100	Capt. McNair	Shanghai
Eden	U. S. gunboat	420	6	600	Lieut.-Com. Orm	Kobe
Eden	French gunboat	540	—	—	Lieut.-Com. Forrester	Shanghai
Eden	Portuguese gunboat	540	—	—	Captain J. R. Santa Barbara	On a cruise
Eden	Russian cruiser	900	1	1000	Commander Sudrieff	Corea
Eden	German gunboat	455	7	60	Commander Boyle	Japan
Eden	Portuguese gunboat	2100	—	—	Commander Kohlhauser	Singapore
Eden	French frigate	500	3	100	Lieut.-Com. O. R. Caminha	Sitoco
Eden	Equian corvette	1330	12	4250	Captain Juge	Saigon
Eden	French gunboat	480	4	425	Commander Gondot	Nagasaki
Eden	Russian corvette	2950	12	—	Captain Makarov	Singapore
Eden	Russian gunboat	—	4	—	Commander Melchouky	Manila
Eden	German gunboat	384	6	340	Captain Grevier	

SHIPPING IN CHINA, JAPAN, PHILIPPINES, AND SIAM WATERS.

WHAMPOA.

Vessel's Name. Flag & Reg. Destination.

Fuyow. Chi. str. Shanghai.

AMOX.

In port on March 23, 1889.

MERCHANT STEAMERS.

Failing. British.

Naming. British.

FOOCHOW.

In port on March 23, 1889.

MERCHANT STEAMERS.

Haitan. British.

Ling Feng. Chinese.

MERCHANT SAILING VESSELS.

G. H. Wappan Brit. bqe.

SHANGHAI.

In port on March 23, 1889.

MERCHANT STEAMERS.

Alwine Seyd. German.

Chi-yuen. Chinese. Hankow, &c.

Falalah. British.

Faina. British.

Fuyow. Chinese.

Ganges. British.

Ingraban. German.

Kiang-foo. Chinese.

Kiang-ping.